

**NATIONAL TRANSPORTATION SAFETY BOARD
OFFICE OF AVIATION SAFETY
WASHINGTON, D.C. 20594**

February 14, 2006

Cargo Loading Information and Interviews

A. ACCIDENT: DCA06MA022

Operator: United Parcel Service Company
Location: Philadelphia International Airport (PHL), Philadelphia, PA
Date: February 7, 2006
Time: 2359 Eastern Standard Time (EST)
Airplane: DC-8-71F, N748UP (S/N 45948)

B. GROUP MEMBERS:

Group Lead: Pocholo Cruz
National Transportation Safety Board
Washington, DC

Member: David Hendricks
FAA
Atlanta, Georgia

Member: Jeff Noreika
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Atlanta, Georgia

Member: Jim Lutes
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C: SUMMARY

On February 7, 2006, at 2359 eastern standard time, a Douglas DC-8-71F, N748UP, operated by United Parcel Service Company (UPS) as flight 1307, landed at Philadelphia International Airport (PHL), Philadelphia, Pennsylvania, after the crew reported a cargo smoke indication. The three flight crewmembers were able to evacuate the airplane using the L1 slide. Fire subsequently caused substantial damage to the airplane and numerous cargo containers on board. The three crewmembers received minor injuries. Night visual meteorological conditions prevailed and an instrument flight rules flight plan had been filed for the flight from Hartsfield-Jackson Atlanta International Airport (ATL), Atlanta, Georgia, to PHL. The scheduled cargo flight was conducted under 14 CFR Part 121.

The Hazardous Materials Group met at FAA Southern Region Office and UPS Gateway Hub at Atlanta – Hartsfield International Airport on February 9, 2006 to review the operator's loading procedures and interview UPS personnel that packed the ULD containers. The Hazardous Materials Group departed on February 15, 2006.

D: DETAILS OF THE INVESTIGATION

Position 1 - 386 packages (100% full), ULD built in Pleasantdale, GA dropped off at ATL - Total weight 3,860 lbs.

Position 2 - 381 packages (100 % full), ULD built in Roswell, GA dropped off at ATL - Total weight 2,690 lbs.

Position 3 - Declared Hazmat shipped by ABACO Inc., Eastanolee, GA. - MEK qty 1 Liter and 144 (non hazmat packages) - ULD (70% full) built in ATL - Total weight 2,030 lbs.

Position 4 - Empty ULD - Total weight 480 lbs.

Position 5 - 146 packages (40% full), ULD built in Pleasantdale, GA - Total weight 1,290 lbs.

Position 6 - 289 packages (50% full), ULD built in Forest Park, GA - Total weight 1,410 lbs.

Position 7 - 137 packages (15% full), ULD built in Macon, Georgia - Total weight 920 lbs.

Position 8 - 266 packages (95% full), ULD built in Pleasantdale, GA - Total weight 2,970 lbs.

Position 9 - 318 packages (100% full) built in Roswell, GA - Weight 3,720 lbs.

Position 10 - 200 packages (100% full) built in Atlanta Hub (off airport) - Weight 3,090 lbs.

Position 11 - 523 packages (100% full) from Pleasantdale, GA - Total weight 3,340 lbs.

Position 12 - 368 packages (100% full) built in Atlanta (off airport) - Total weight 3,980 lbs.

Position 13 - 360 packages (100% full) built in Pleasantdale, GA - Total weight 3,370 lbs.

Position 14 - 212 packages (75% full) built in Athens, GA - Total weight 2,040 lbs. - HAZMAT (Shipped by REMA Tip Top, Covington, GA) Trichloroethylene, 6.1, UN1710, PGIII, RQ (Product may be renamed "Consumer Commodity" and released as "ORM-D" Material) see attachment for further details.

There are 27 different shippers for the packages that were loaded in Position 14.

Position 15 - 147 packages (45% full) built in ATL Hub (airport) - Total weight 6,140 lbs.

There are 2 different shippers for the packages that were loaded in Position 15.

Position 16 - 173 packages (80% full) built in ATL Hub (airport) - Total weight 2,130 lbs.

There are 27 different shippers for the packages that were loaded in Position 16

Position 17 - 347 packages (100% full) built in Forest Park, GA - Total weight 3,420 lbs.

There are 92 different shippers for the packages that were loaded in Position 17

Position 18 - 3 items on pallet - Total weigh 3,180lbs.

Interviews:

Jared Davis –Atlanta Gateway (Container 3 and 16)

Employed for 4yrs 2mo.

Position: Pick-off person/Loader

Davis has had initial UPS training, which included Hazmat Level 5, and the HAZMAT training has been repeated annually. On February 7, 2006 he loaded two ULD's which he recalls were wet from recent rain and had to be dried out. He did not recall any packages which were damaged, leaking, or having a strong or unusual odor. He loaded one package containing HAZMAT after it was cleared by the supervisor. In the normal course

of his duties he is always looking for anything unusual and would alert his supervisor if that would occur. He also has to load bags containing letters and small packages. He inspects three to five of these items to ensure correct destination and the closes the bags and loads them.

Unbeknownst to Jared, the ULD container he loaded was installed in Position 3 and the other was loaded in Position 16 in the airplane.

Helen Cobb – Atlanta Gateway (Container 15)

Employed: 1yr. 6mo.

Position: Pick-off person.

Cobb duty is to take packages from the belt, perform a six-side check, scan the package and hand it to a loader for placement in a ULD. In the six-side check she is looking for labels and markings as well as any signs of leakage. She is trained to also be aware of any unusual odor and advise her supervisor anything out abnormal occurs. On February 7, 2006 she did not have any packages which were not normal and she did not handle any HAZMAT packages.

Janice Smalls – Atlanta Gateway (Container 15)

Employed: 1yr and 8mo.

Position: Pick-off person/Loader.

Smalls was performing loading duties on February 7, 2006 and was loading for Helen Cobb. She also is trained to inspect each package before loading and did not see any packages which were damaged or leaking on the evening in question. She is trained to place any HAZMAT packages on the side until they are cleared by a supervisor. She did not handle any HAZMAT packages on that day.

Unbeknownst to Helen and Janice, the ULD container they loaded was installed in position 15 on the airplane.

Shannon Burke – Atlanta Gateway

Employed: November 1998

Position: Part Time Supervisor since May 1999

Shannon reports to work at 19:15. Shannon checks ULD's for serviceability and recalls no issues with any containers on Tuesday night. Shannon checks HAZMAT for proper auditing, dates and initials. She recalls only one HAZMAT package on 2/7 but does not recall what type it was. She knows how to segregate HAZMAT packages and uses the segregation charts that are immediately above the belt. Shannon loads HAZMAT packages in the front of the container and secures with other packages. Shannon said she would check books to check on any material she would have a question about. She stated that she would also notify her supervisors about leaking or damaged packages.

Garley Church – Athens (Container 14)

Employed: 10 months

Position: Loader

Church has had initial UPS training which included Hazmat, loading, and Safety Training. He normally works between 5/6pm until 9/10pm. Loading two ULD's per night is typical. Hazmat packages from the belt are set aside and they are checked and loaded by the supervisor. On February 7, ULD's were clean, dry, and loaded evenly.

Jason Brown – Athens (Container 14)

Employed: 3yrs (2yrs P/T Supv)

Position: Loader Part Time Supervisor

Personally audited ORM-D package from Rema Tip-Top and loaded in from of ULD door. Knowledgeable in HAZMAT segregation but always uses the chart when loading several packages in different classes. He audits and loads all HAZMAT. If a leaking package were encountered he would secure the area and notify the Hazmat Responders.

Jihad Griffin – Pleasantdale (Container 5, 8, 11 and 13)

Employed: 5yrs.

Position: Loader

Griffin performs 6-side checks of HAZMAT from belt and also verifies that packages have been audited. He checks shipping documents and loads package in ULD. His supervisor inspects the loading before closing the ULD door. Has encountered a leaking package. He left the area and immediately notified his supervisor. He recalled that he might have loaded a Class 3 package in a PHL container.

Note: Subsequent investigation revealed that he did load a HAZMAT package, but it was loaded in ULD to CAE.

Claren Crutcher - Pleasantdale

Employed: 6yrs

Position: Loader Part Time Supervisor

Described the process of HAZMAT package moving from auditor to ULD. The auditors usually bring the package to the area and they sometimes also load them. Otherwise either she or the loader puts the packages in the ULD. She inspects ULD before closing door.

Eric Kornegay - Forest Park (Container 6 and 17)

Employed: 12yrs.

Position: Loader

Normally checks the condition of the ULD'S before loading. Hazmat packages are removed from the belt and set aside for a supervisor check. Station does not get many HAZMAT packages. Feb 7 was a slow night. Leaking packages or those with an odor are left alone and a supervisor notified. He did not recall any HAZMAT packages Feb 7

Laura Poole - Forest Park

Employed: 6 1/2 yrs

Position: Loader Part Time Supervisor

Did not notice anything unusual on Feb 7. There were no damaged ULD's and she did not recall any HAZMAT packages. Hazmat packages are always held aside by the loaders for supervisor inspection and loading.

Christopher Williams – ATL HUB (Container 10 and 12)

Employed: 10 yrs.

Position: Pick-off person

Williams had initial UPS training which included Hazmat Level 5 and the HAZMAT training has been repeated annually. On February 7, 2006 he picked two ULD's. He did not recall any packages which were damaged, leaking, or having a strong or unusual odor. In the normal course of his duties he is always looking for anything unusual and would alert his supervisor if that would occur. If he gets any HAZMAT on the line, he pulls it off to the side and calls his PT supervisor to clear it. He did not recall any HAZMAT being shipped that night.

Allison Theodore – ATL HUB

Employed: 16 yrs, with 12 years as a supervisor.

Position: Part Time Supervisor

Theodore had initial UPS HAZMAT training, which has been repeated annually. She also has received air acceptance audit training in order to clear and accept HAZMAT packages. On February 7, 2006, she was the PT supervisor and did not recall any HAZMAT being shipped that night. She supervised 4 employees that night picking and loading ULD's which included Williams and Jones. Whenever HAZMAT is shipped and loaded, she forecasts loads to the Gateway hub which would specify types of HAZMAT.

Jeremy Jones – ATL HUB (Container 10 and 12)

Employed: 1 yr

Position: Loader

Jones had initial UPS training which included Hazmat Level 5 and the HAZMAT training has been repeated annually. On February 7, 2006 he loaded two ULD's. He inspects the ULD's before loading and did not notice anything wrong with the ULD's on that night. He did not recall any packages which were damaged, leaking, or having a strong or unusual odor. In the normal course of his duties he is always looking for anything unusual and would alert his supervisor if that would occur. If he gets any HAZMAT on the line, he pulls it off to the side and calls his PT supervisor to clear it. If the PT Supervisor clears the package, he/she gives the authorization to load it. He did not recall any HAZMAT being shipped that night.

ULD Loaders for Aircraft N748UP

Jamar Pierson - ATL Gateway Ramp

Employed: 11 months

Position: Aircraft Loader

Normally loads both belly and topside. Did not notice anything unusual about containers Feb 7. He is part of a 5-person team who loads the entire a/c. In event of a leaking package, would follow training and walk away and notify supervisor.

Anthony Askew - ATL Gateway Ramp

Employed: 2 months

Position: Aircraft Loader

Has had no experience with a leaking package. Would follow standard training and walk away - notify supervisor. He did not notice any irregularity with containers on the night in question.

Adarius Bailey - ATL Gateway Ramp

Employed: 1 1/2 yrs

Position: Aircraft Loader

He never noticed any leaking package and noted nothing out of the ordinary. He was aware of the standard procedure for handling leaking or abnormal packages.

Micha Walter - ATL Gateway Ramp

Employed: 5 yrs

Position: Aircraft Loader Part Time Supervisor

She noted no problems with the main deck or the belly in a pre-loading inspection. She also inspects each ULD before they are placed on the cargo loader. Did not notice anything unusual with the load on Feb. 7.

Company Regulation Regarding Smoking (Ref: Ground Ops Manual, Chapter 1-4-1)

1. Smoking is prohibited inside of an aircraft while on the ground.
2. Smoking is prohibited within 50 feet of an aircraft.
3. Smoking is prohibited anywhere on the ramp.
4. Smoking is prohibited at any location on the airport against airport regulations.
5. Smoking is prohibited within 50 feet of any fueling equipment, oil, solvent or paint storage area.

Maintenance at ATL Gateway

Dan Clancy – Line Mechanic

11 years with UPS

Starts work at 1400 - 2400

- Typically have 3 mechanics on night shift.
- Training is generally GEN FAM for DC8, have not taken a training class for six years
- Could not recall any issues with MEL/Deferred items on the airplane on Tuesday, February 7th.
- Airplane was 9 minutes late to Dan having to repack the slide. No other discrepancies were found on the airplane.
- Repacking of slide was entered into the logbook and UPS electronic maintenance system.
- Accomplished pre-departure inspection on airplanes (i.e. fire warning; smoke detectors) at night.
- Day shift mechanic on Tuesday did not have any issues on the airplane nor did he turn over any issues to Dan.
- Supervisor not onsite for the night load. Supervisor works day shift.

Pocholo Cruz

Hazardous Materials Group Lead